

STIFF FAX 18

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25X1 SUBJECT Railroad Construction Projects

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(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

25X1

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THIS IS UNEVALUATED INFORMATION

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- a. Work on the Schoenhauser Allee construction project was started in mid-July. (1)
- b. The Neustadt railroad station is scheduled to be reconstructed, because trains arriving from Schwerin via Wittenberg will no longer be dispatched to Naumn and Spandau but will go to the Soviet sector of Berlin via Neuruppin, Loewenberg and Oranienburg.
- c. Due to a shortage of construction materials, the reconstruction of the second track on the Grossebeeren-Seddin and Jacterbog-Grossebeeren railroad lines is progressing slowly. (2)
- d. Work on the reconstruction of the connecting curve near Grossebeeren has not been started. (3)

2. In early July,

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in early July. [redacted] it is planned to reroute a 12-km stretch of the Senftenberg-Hohenbocka line at an estimated cost of 10 to 12 million eastmarks and a 5 km stretch of the Koenigsauer-Schradelaben-Wilsleben line at an estimated cost of 6,370,000 eastmarks. (4) The pertinent plans are to be made in cooperation with the MW Kohle (Main Administration for Coal Supply).

3. On 16 July,

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the inhabitants of Blankenburg and Schildow had invited Director General Erwin Kramer to attend a public meeting of the local population to be held on 21 July in order to protest against the confiscation of land required for the construction of the Nordring Berlin. (5)

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4. On 12 July, [] the clearing of a forest lane for the track of a branch line to Grunewald near Templin. A stretch of 20 meters extending from Vogelsang in the direction of Deutschboden has been completed. (6)

5. On 19 July, [] A special construction staff had been established for the construction of a new branch line extending 8 km to the north from Sagard on Ruegen Island. (7)

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6. In early July 1952, [] work was being done on the connecting curve near Caputh-Potsdam on a 24 hour basis. [] the completion date for this project was set for 31 July. (8)

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7. In early July, [] work on the designs for the Nordring Berlin project was to be accelerated. Kramer, Director General, Railroads, Berlin, personally checks the status of the designs every day. The completion date for this project has been fixed for December 1952. (5)

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8. In mid-June, [] a sum of 14 million eastmarks had been allotted for the reconstruction and improvement of the Leipzig-Wehren shunting station in 1953. The railroad administration has been ordered to design the shunting station in such a way that the coal deposits available under the construction site can continue to be worked. (9)

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9. A contract for the construction of a connecting line between Vogelsang and Bebersee via Grunewald at a total cost of about 10 million eastmarks was concluded between the Berlin-Schoenewalde construction headquarters and the design bureau of the Greifswald regional railroad headquarters. (6)

10. On 1 July 1952, the Bauunion firm in Cottbus was taken over by the Cottbus regional railroad headquarters. The main mission of this construction firm will be the double tracking of the Guben-Falkenberg line. Work on the project is being done from construction sites at Guben, Cottbus and Calau. The railroad overpass over Dresdener Strasse in Cottbus was completed in early July. (10)

11. By order of the SCC, the Karrow-Birkenwerder line was to be completed by the end of August 1952. The target date can only be met if the railroad administration succeeds in delivering the ties and rails required for the new line. (5)

12. In early July, work on the construction of the connecting curve near Golzow was progressing at full speed. A lane has already been cut through the forest and the course of the line has been staked off. Work on the construction of the embankment has been started. The railroad curve will join the Angermünde-Eberswalde line at kilometer marker 52.3. []

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[] the connecting curve is scheduled for completion during 1952. (11)

13. Construction material [] which was delivered for the Lietzow-Binz railroad line included: 600 meters of rails from Eberswalde; 2,400 meters of rails from Neudietendorf; 1,000 meters of rails from Guben; 2,800 meters of rails with fishplates and track bolts from Wittenberg; and 2,340 wooden intermediate ties from Engelsdorf. (12)

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14. In early July 1952, [] the Design Bureau of the Directorate General was working

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on three designs for the construction of a north-south underground railroad line in Berlin. The first design envisages the construction of a ramp leading to the underground line between Pape Strasse and York Strasse. The line will then continue via Anhalter Bahnhof to Bahnhof Friedrichstrasse, where a new tunnel is scheduled to be constructed east of the existing subway tunnel, and further to a point north of Stettiner Bahnhof. A ramp will be built between the latter railroad station and Gartenstrasse. According to the second proposal, the new underground line will follow the same course as envisaged in the first design as far as Bahnhof Friedrichstrasse; it will then make a curve farther to the north and pass under Bernauer Strasse. The ramp for the line is scheduled to be built in the area of the present North Freight Station, and a new North Railroad Station will be constructed at the intersection of the Ringbahn with the freight tracks leading to the North Freight station. The third design envisages the construction of a straight underground long-distance line between Anhalter Bahnhof and the present North Freight Station. (13)

15. In late June 1952, the construction of the Buetzow-Schwaan railroad line was 80 percent completed. Except for the ties, all the construction material required has been made available. (14)

16. [REDACTED] the completion date of 1 August 1952 previously fixed for this project could not be met because of a shortage of labor and tools. None of the railroad engineers attending the conference believed that the Nordring Berlin could be completed before 15 September 1952. (5)

17. The East German Ministry of Traffic pointed out that the connecting curve at Schoenhauser Allee was to be completed by 1 August 1952. (1)

25X1 [REDACTED] Comments.

- (1) Information on the construction of this connecting curve on the Berlin interurban railroad system was transmitted previously.
- (2) The line between Grossbeeren and Seddin is the western extension of the double-track southern section of the Berlin Outer Freight Ring. The Grossbeeren-Jueterbog stretch is the last section of the Berlin-Halle trunk line on which the dismantled second track has not been reconstructed. Information on the two construction projects was transmitted previously. [REDACTED]
- 25X1 (3) [REDACTED] earthworks for the project had already been started. The completion date for the project was fixed for late October 1952. For sketches and data on construction stages, [REDACTED]
- 25X1 (4) This information is received for the first time. The improvements are probably in connection with the transportation of brown coal mined in this district.
- (5) Information on the Nordring Berlin project was transmitted previously. For [REDACTED]

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- 25X1 [REDACTED] The extension of the Nordring from Birkenwerder to Wustermark via Hennigsdorf and Falkensee was originally scheduled to be built in 1953. [REDACTED] In view of the importance of this project for a possible elimination of West Berlin for East German railroad operations, it appears probable that it will be executed in the second half of 1952.
- 25X1 (6) This information is received for the first time. Vogelsang is on the Zehdenick-Templin railroad line. The branch line mentioned would run due east and have a length of 10 to 15 km if extended as far as Rebersese. The project is undoubtedly connected with transportation requirements of the Templin troop training grounds. There is a possibility that this item of information has

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some connection with a report furnished by another source. [REDACTED]

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- (7) Sagard is on the Bergen-Sassenitz railroad line. This railroad construction project may be connected with Soviet plans for the construction of a naval base in the Jasmunder Bodden. [REDACTED]

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- (8) This refers to the connecting curve at Wildpark. For sketch of the curve, [REDACTED]

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- (9) Leipzig-Wahren is a large marshaling yard.

- (10) The Bauunion firm in Cottbus was taken over by the Railroad Construction Enterprise established on 1 July 1952.

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- (11) This curve is believed to be identical with the railroad curve near Britz, which is to establish a connection between the Rügenberg/Mecklenburg, Eberswalde and Eberswalde-Angermünde railroad lines. [REDACTED]

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- (12) This refers to the reconstruction of a single-track railroad line on Rügen Island. [REDACTED]

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- (13) This project has been under consideration for two or three years. However, as the new underground line is to originate in the U.S. Sector of Berlin, it is believed improbable that it will be executed in the near future.

- (14) Work on the reconstruction of this single track line has been under way for a long time. The line would be of importance for traffic to the Baltic Sea ports of Rostock and Warnemünde.

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